**From:** [redacted]
**To:** Chris Khouri
**Cc:** [redacted]
**Subject:** RE: Kumeū Secondary School NoR Lodgement - Minister of Education
**Date:** Friday, 17 April 2026 3:00:31 pm
**Attachments:** image007.png
image008.png
image009.png
MoE Response to Further Info Request 2 - Kumeū Secondary New Site - D002497.01.pdf

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Hi Chris

Please find attached The Minister's further s92 response.

You will note that the Minister does not agree with the need for all items of information raised in regard to what is needed for a designation noting that there is currently no school design. Accordingly, the Minister requests that the matter now moves forward to notification.

Any outstanding matters of disagreement can be addressed at the hearing.

Thanks and Regards

**Chris Horne**
Director

INCITE

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Auckland 1140

[redacted]
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**From:** Chris Khouri <chris.khouri@aucklandcouncil.govt.nz>
**Sent:** Wednesday, 1 April 2026 3:36 pm
**To:** Chris Horne <[redacted]>; Gemma Hayes <[redacted]>
**Cc:** Peter Vari <[redacted]>; Rod Aros Aravena <[redacted]>
**Subject:** RE: Kumeū Secondary School NoR Lodgement - Minister of Education

Good afternoon Chris & Gemma,

Please find the attached s92 requests, following review of the 1st s92 response.

Any queries, feel free to discuss.

Kind regards,

**Chris Khouri / Policy Planner**
**Regional, North, West & Islands Planning**
**Planning & Resource Consents**
Auckland Council, Level 16, 135 Albert Street, Auckland Central
Visit our website: www.aucklandcouncil.govt.nz

# Notice of requirement: Kumeū Secondary New Site - D002497.01

Ministry of Education Response to Further Information Request #2 dated 1st April 2026

**Designation and Further information Response Context**

In considering the effects of the proposed school, the information reasonably required to assess those effects, and any appropriate conditions, it is important to recognise the specific context in which a new school designation is being considered. Schools do not lead urban growth; rather, they respond to growth that is enabled by the Auckland Unitary Plan (AUP).

This is fundamentally different from residential and commercial development, particularly where such development occurs outside established urban zones and generates travel demand that may necessitate upgrades to road network elements beyond individual site frontages. All schools generate some level of congestion during peak periods, and this is unavoidable. While schools can promote comprehensive travel planning measures, they cannot control all travel behaviours, which is ultimately a broader societal issue.

The Station Road site is considered to be the most suitable of the feasible options for establishing a secondary school to serve the catchment, and it provides the best opportunity to integrate with the existing and planned transport network. All location options will generate some level of transport effects; however, not providing a secondary school within Kumeū/Huapai would require students to travel to schools in other areas, resulting in greater and more dispersed adverse effects on the wider transport network. The transport effects of the proposed school should therefore be assessed within this broader context.

Further, it is important to recognise that school rolls grow incrementally over time. Forecasting undertaken by the Ministry identified a need for a secondary school in Kumeū/Huapai in 2029 with an initial build roll of 1500. This does not mean there will be 1500 students, but the investment case would require the design and build of a school to be capable of accepting 1500 students. The roll would then grow into this enabled capacity over time. The network requirement is also to acquire a site where a school able to support a roll of 2500 can be provided for. However, realistically a school roll of this size would occur well out into the future where the transport network and available public transport services will likely be different to the planned transport network in 2029. Therefore, while modelling for 2500 has conservatively been undertaken, this does not reflect the reality of effects on the likely network in 2029 (i.e. will have less effects), so differences in assumptions around trip distribution

and mode share (which the Ministry considers to be reasonable) are unlikely to be significant on school operation. Similarly, the timeframe for a roll of 2500 is likely to be well into the future when the transport network, extent of urban development and utilisation of public transport will likely be quite different. This reality reinforces the strategy to address transport effects and how this may affect the design of on-site facilities such as PUDO and adjacent roads at the time each development stage occurs and not try to lock in solutions at the designation stage.

Demand analysis for the proposed school has been undertaken by the Ministry based on available information as of December 2024. The graph below for Massey High School shows projected demand if a secondary school in Kumeū/Huapai does not progress. This assists in understanding and potential roll progression for the designation proposal.

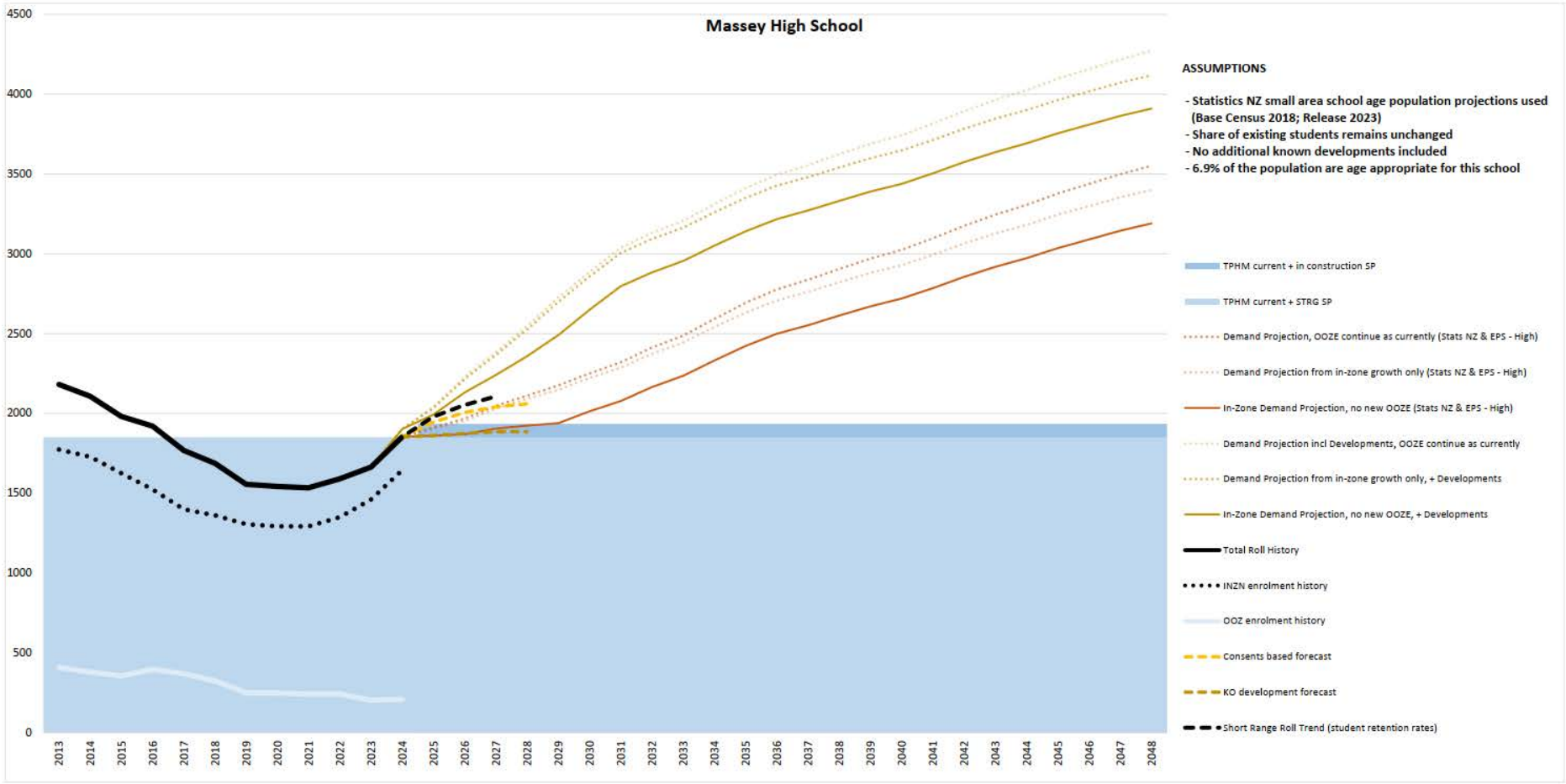



***Figure 1: Massey High School Growth Projections (source Ministry of Education, December 2024)***

Students from the Kumeū and Riverhead areas currently travel to Massey High School for secondary education, or further afield as out of zone students. Massey High School had a March 2024 roll of 1,854 (including 209 out of zone) and capacity for 1,850 students.

The roll is under growth pressure both from large scale developments in their zone (at Whenuapai, Redhills, Huapai and Riverhead) and from increasing numbers of local students no longer able to attend schools further afield as out of zoners, as available out of zone places decline, choosing to attend the local high school.

As of December 2024, there were over 1,000 secondary age students in Massey High School's enrolment zone living in and around Kumeū/Huapai who face congestion and lengthy travel times to attend Massey High School.

Demand for student places at Massey High School is projected to reach about 4,000 by 2048 and exceed 2,500 in 2029. In December 2024 it was forecast that Massey High School would need to have capacity for 2,000 students by term 1 2026 and then further roll growth projects to take the capacity to 2,500 students.

Kumeū Secondary is intended to cater for the existing and future secondary aged students from Waimauku, Kumeū, Huapai, Riverhead, Muriwai and Taupaki. The main drivers for this are growth that will exceed Massey High School's capacity, and accessibility, due to these centres being practically and geographically disconnected from Massey. A new secondary school in Kumeū would alleviate future roll growth pressures on Massey High School while catering for the current local demand, and future growth, in these areas.

If this school is not delivered, the Ministry would need to grow Massey High School beyond 2,500 student places and students would need to continue to travel some distance from Kumeū and the surrounding areas. Demand is projected to exceed 3,000 student places in 2033. A new secondary school at Kumeū is required in the medium term (instead of increasing capacity at Massey High) because it is better located to cater for the current secondary school aged population in the area and prepares for the future land use changes with a significant land area zoned for future urban use. It would also create a more balanced network rather than having a very large secondary school and a smaller secondary school.

Based the above projections, even in 2048 the projected demand for Massey High School without Kumeū is in the order of 4000, so redirecting a portion of this roll to the new secondary school would be unlikely to have reached 2500 by that date.

Accordingly, all of the modelling on student numbers in the ITA is very conservative in relation to roll numbers. Achieving a future roll of 2500 is more likely to occur at a time when further urban development in the area occurs in line with Auckland Council's Future Development Strategy

(if not progressed earlier via Fast track applications) which will likely deliver transport network and public transport service upgrades that would change the effects of a large school in the future.

It is also important to understand that land acquisition and designation are the first steps, and that until funded by the Government the Minister can not procure a design of the school. In the absence of a design, matters of specific design such as PUDOs and their effects cannot be provided, and transport assessment needs to be at a higher level. This is why the conditons approach proposes to deal with specific design matters at the outline plan stage for future project stages and not seek to pseudo design a school now by conditons.

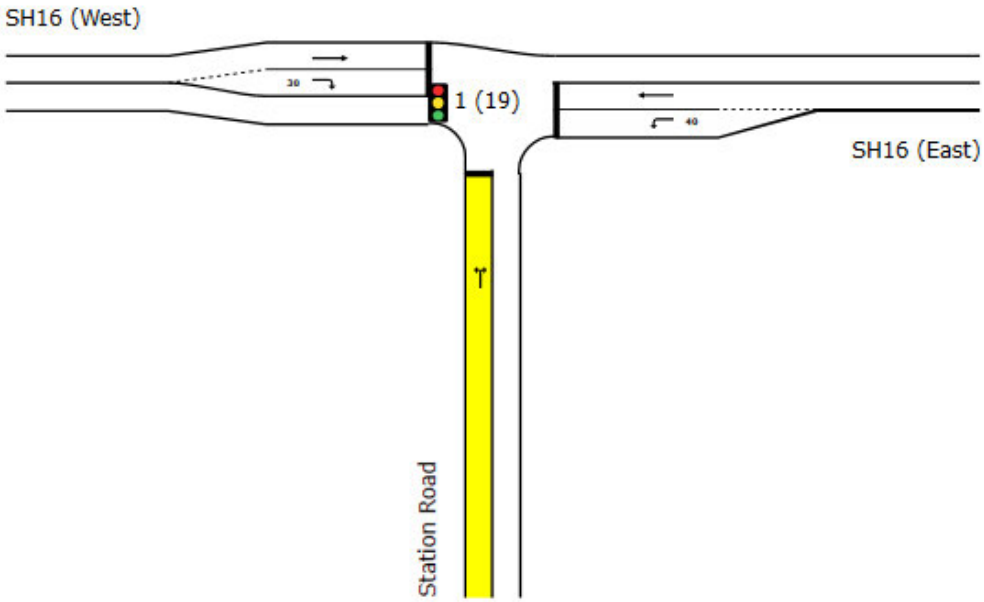
In the above context, the following specific responses are made:

| ***Information Request*** | ***Applicant Response*** |
|---|---|
| ***Transport/Traffic*** | |
| <u>Item 1</u><br>1. Please provide further analysis to justify the mode share (all modes) assumed in the assessment for this proposed school.<br><br>*Reason/s for request:*<br>• *This is necessary as the mode share will influence the traffic generation, including traffic traveling through the SH16 intersections and potential traffic at the school gate.*<br>• *This s92 query was in relation to the mode share of public transport, cycling, and walking. The s92 response focused on public transport.*<br>• *There is no certainty as to the future public transport in the area. Therefore,* | Given the context provided above and the likely roll size in the medium term, changes to the mode share are not considered necessary. In the longer term when public transport services in the area are expected to improve, Abley considers the mode share assumptions are reasonable and appropriate.<br><br>The existing public transport mode share is addressed separately below under Item 2. |

| | |
|---|---|
| *improvements such as rapid transit or other bus service improvements cannot be assumed. As a result, public transport could remain relatively limited. Therefore, due to the uncertainty of future public transport provision, it is important to understand the mode share in locations where there is limited public transport.*<br>• *It is acknowledged that the mode share used is an average across different schools in different locations. However, there is no information on the schools that were used to derive the average mode share and thus a bias of schools in urban areas where public transport or walk and cycling is more realistic could affect the assumed average mode share.*<br>• *It is noted that the spreadsheet referenced in response to Item 3 states that the public transport mode share of existing schools is only 12.9% for secondary schools in the Auckland Region. Public*<br>• *Transport in rural areas is up to 36%; however, this will be due to school buses collecting students and taking them to and from school. There is no commitment of school buses for the proposed school.*<br>• *The proposed school has a large catchment area. Therefore, it would not necessarily be feasible or practical for students to walk or* | |

| | |
|---|---|
| *cycle from much of the wider area that the school is intended to serve.* | |
| <u>Item 2</u><br>2. Please provide justification for the assumed 30% public transport mode share.<br><br>*Reason/s for request:*<br>• *Refer to Item 1. There is no certainty on improvements to public transport that would service this particular area.*<br>• *The spreadsheet referenced in response to Item 3 indicates that the public transport mode share for secondary schools in Auckland is 12.9% and for primary schools 8.7%. This is significantly lower than the assumed 30%.*<br>• *A lower public transport mode share not only affects the operation of the SH16 intersections but also the operation of the transport network in the vicinity of the school gate(s). Therefore, it is important that a realistic mode share is considered in the assessment.* | Auckland Transport collects mode share data from all the TravelWise schools. The average PT use for High Schools from recent years is 30%. The spreadsheet used for the NZHTS School Model was developed over 15 years ago when travel patterns and public transport services were very different, for example, the NZHTS estimates that over 47% of high school students walk and cycle to school, whereas the TravelWise data provides an average of 26%. We consider the Travelwise data is a much more reliable source for modal share estimates.<br><br>As discussed in the preceding commentary of this RFI response, expansion of the public transport network will be necessary to support projected future development in the Kumeu area. Additionally, increases in school enrolment are expected to correspond with ongoing urban growth. |
| <u>Item 3</u><br>3. Please provide further justification that 1.4 students per car is appropriate, when the average occupancy for secondary schools is 1.26 and the primary school is 1.4.<br><br>*Additional note:*<br>• *It is acknowledged that there is scope for siblings to ride share when attending both the primary and secondary schools.* | Abley stands by the response on Item 3 in the first s92 response and the ITA given the primary and secondary schools are immediately adjoining. |

| | |
|---|---|
| Item 4<br><br>4. a) Please confirm how the count data has been converted to hourly flows.<br><br>b) Please provide details as to how the school related traffic over the assumed 30-minute period has been applied to the SIDRA modelling, noting that spreading the school traffic (assumed to occur over 30 minutes) over a 60-minute period would result in under reporting potential traffic affects.<br><br>*Reason/s for request:*<br>• *The traffic surveys only cover a half-hour period. SIDRA usually models hour periods.*<br>• *Furthermore, the school peak is assumed to be over a 30-minute period.*<br>• *Please refer to Item 12 in relation to the finish time for the secondary school, as this impacts on the modelled periods.* | 4. a) & b) A peak flow factor (PFF) within SIDRA has been applied to the school traffic which in practice doubles the amount of school traffic in the hour. For example, if 200 vehicles related to the school travels through an intersection, the model assumes 400 cars across the hour. |
| Item 5<br><br>5. a) Please update the modelling for the SH16 intersections with more appropriate right turn bay lengths.<br><br>b) Please update the modelling for the school site access and the Schoolside Road / Station Road intersection taking into account right turning bays on Station Road. | a) As can be seen in the SIDRA outputs, the 95$^{th}$ Back of Queue for the Station Road / SH16 intersection is 27m in the AM peak and 19m in the Interpeak. The 95$^{th}$ Back of Queue for the Trigg Road / SH16 intersection is 1.6m in the AM peak and 2.1m in the Interpeak. Therefore changing the right turn bay down to 30m on both intersections has minimal effect and the overall LOS of both intersections remains the same as the longer right turn bay, as shown below: |

| | |
|---|---|
| *Reason/s for request:*<br>• *The right turn bays on SH16 are modelled as 100m and 150m for the Trigg Road and the Station Road intersections, respectively. Whilst there may be these distances available for right turners to use taking into account the flush median, motorists in general will not travel the full length of the flush median unless there is queueing at the intersection. Modelling the right turn bays longer than is available / used will affect the modelling results. The right turn bays should be modelled at a more appropriate length.*<br>• *The modelling of the Station Road / Schoolside Road intersection does not include the right turn bay on Station Road. Whilst unlikely to affect the modelling results, the site layout should be reflected in the model layout. Similarly, the site access intersection modelled should take into consideration the flush median, if this would be present at the site access.* | **Station Road / SH16 Intersection with 30m Right turn bay length – AM & Interpeak:**<br>  |

## MOVEMENT SUMMARY

**Site: [1 (19)] SH16 / Station Rd_school AM Peak 8AM-8.30AM w school roll1500 30m RTB** (SH16_Station Rd)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 60.0 seconds (Site Optimum Cycle Time - Minimum Delay)
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Station Road | | | | | | | | | | | |
| 1 | L2 | All MCs | 122 | 2.0 | 122 | 2.0 | 0.938 | 46.8 | LOS D | 20.2 | 143.5 |
| 3 | R2 | All MCs | 368 | 2.0 | 368 | 2.0 | * 0.938 | 46.8 | LOS D | 20.2 | 143.5 |
| Approach | | | 489 | 2.0 | 489 | 2.0 | 0.938 | 46.8 | LOS D | 20.2 | 143.5 |
| East: SH16 (East) | | | | | | | | | | | |
| 4 | L2 | All MCs | 526 | 2.0 | 526 | 2.0 | 0.411 | 11.7 | LOS B | 6.5 | 46.2 |
| 5 | T1 | All MCs | 467 | 5.0 | 467 | 5.0 | * 0.943 | 48.1 | LOS D | 20.6 | 150.6 |
| Approach | | | 994 | 3.4 | 994 | 3.4 | 0.943 | 28.8 | LOS C | 20.6 | 150.6 |
| West: SH16 (West) | | | | | | | | | | | |
| 11 | T1 | All MCs | 798 | 5.0 | 798 | 5.0 | 0.839 | 25.4 | LOS C | 23.7 | 173.1 |
| 12 | R2 | All MCs | 112 | 2.0 | 112 | 2.0 | * 0.613 | 42.2 | LOS D | 3.5 | 24.8 |
| Approach | | | 910 | 4.6 | 910 | 4.6 | 0.839 | 27.5 | LOS C | 23.7 | 173.1 |
| All Vehicles | | | 2393 | 3.6 | 2393 | 3.6 | 0.943 | 32.0 | LOS C | 23.7 | 173.1 |

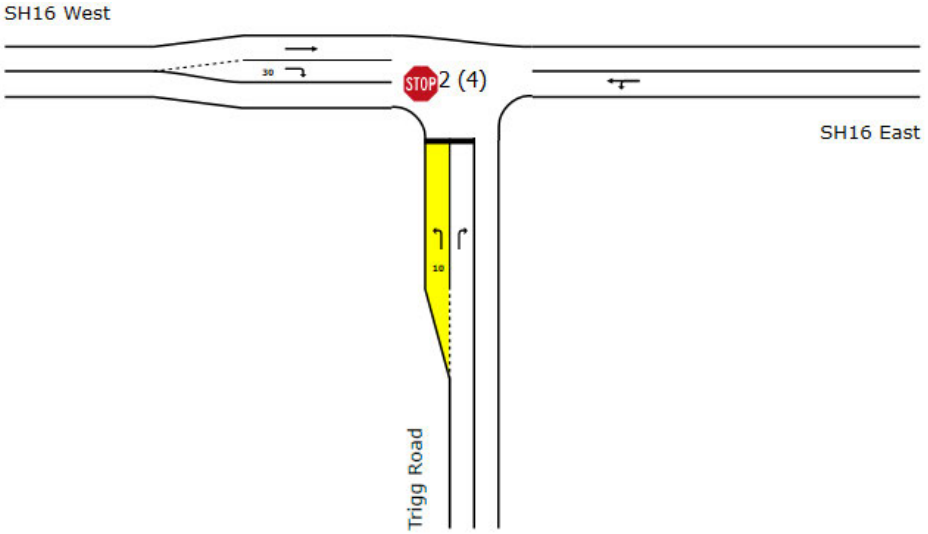
## MOVEMENT SUMMARY

**Site: [1 (20)] SH16 / Station Rd_school PM Peak 2.15AM-2.45PM w School roll1500 +10%traff growth 30m RTB** (SH16_Station Rd)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated  Cycle Time = 75.0 seconds (Site Optimum Cycle Time - Minimum Delay)
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Station Road | | | | | | | | | | | |
| 1 | L2 | All MCs | 78 | 2.0 | 78 | 2.0 | 0.955 | 58.1 | LOS E | 25.5 | 181.8 |
| 3 | R2 | All MCs | 417 | 2.0 | 417 | 2.0 | * 0.955 | 58.1 | LOS E | 25.5 | 181.8 |
| Approach | | | 495 | 2.0 | 495 | 2.0 | 0.955 | 58.1 | LOS E | 25.5 | 181.8 |
| East: SH16 (East) | | | | | | | | | | | |
| 4 | L2 | All MCs | 317 | 2.0 | 317 | 2.0 | 0.204 | 14.8 | LOS B | 2.1 | 14.8 |
| 5 | T1 | All MCs | 735 | 5.0 | 735 | 5.0 | * 0.955 | 57.5 | LOS E | 39.5 | 288.2 |
| Approach | | | 1052 | 4.1 | 1052 | 4.1 | 0.955 | 44.6 | LOS D | 39.5 | 288.2 |
| West: SH16 (West) | | | | | | | | | | | |
| 11 | T1 | All MCs | 545 | 5.0 | 545 | 5.0 | 0.512 | 13.3 | LOS B | 11.8 | 86.0 |
| 12 | R2 | All MCs | 57 | 2.0 | 57 | 2.0 | * 0.948 | 63.3 | LOS E | 2.7 | 19.2 |
| Approach | | | 602 | 4.7 | 602 | 4.7 | 0.948 | 18.0 | LOS B | 11.8 | 86.0 |
| All Vehicles | | | 2149 | 3.8 | 2149 | 3.8 | 0.955 | 40.3 | LOS D | 39.5 | 288.2 |

| | |
|---|---|
| | **Trigg Road / SH16 Intersection with 30m Right turn bay length – AM & Interpeak:**<br>  <br> |

# MOVEMENT SUMMARY

**Site: [2 (4)] SH16 / Trigg Road AM w school 1000roll 30m RTB** (SH16_Trigg Road)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
Site Category: (None)
Stop (Two-Way)
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Trigg Road | | | | | | | | | | | |
| 1 | L2 | All MCs | 35 | 0.0 | 35 | 0.0 | 0.042 | 9.9 | LOS A | 0.2 | 1.1 |
| 3 | R2 | All MCs | 267 | 0.0 | 267 | 0.0 | 0.777 | 29.1 | LOS D | 4.5 | 31.7 |
| Approach | | | 302 | 0.0 | 302 | 0.0 | 0.777 | 26.9 | LOS D | 4.5 | 31.7 |
| East: SH16 East | | | | | | | | | | | |
| 4 | L2 | All MCs | 297 | 0.0 | 297 | 0.0 | 0.412 | 4.7 | LOS A | 0.0 | 0.0 |
| 5 | T1 | All MCs | 477 | 5.1 | 477 | 5.1 | 0.412 | 0.2 | LOS A | 0.0 | 0.0 |
| Approach | | | 774 | 3.1 | 774 | 3.1 | 0.412 | 1.9 | NA | 0.0 | 0.0 |
| West: SH16 West | | | | | | | | | | | |
| 11 | T1 | All MCs | 737 | 5.0 | 737 | 5.0 | 0.390 | 0.2 | LOS A | 0.0 | 0.0 |
| 12 | R2 | All MCs | 43 | 0.0 | 43 | 0.0 | 0.061 | 8.7 | LOS A | 0.2 | 1.6 |
| Approach | | | 780 | 4.7 | 780 | 4.7 | 0.390 | 0.6 | NA | 0.2 | 1.6 |
| All Vehicles | | | 1855 | 3.3 | 1855 | 3.3 | 0.777 | 5.4 | NA | 4.5 | 31.7 |

## MOVEMENT SUMMARY

**Site: [2 (8)] SH16 / Trigg Road PM w School 1000roll 30m RTB** (SH16_Trigg Road)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
Site Category: (None)
Stop (Two-Way)
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Trigg Road | | | | | | | | | | | |
| 1 | L2 | All MCs | 35 | 0.0 | 35 | 0.0 | 0.051 | 11.7 | LOS B | 0.2 | 1.3 |
| 3 | R2 | All MCs | 255 | 0.0 | 255 | 0.0 | 0.597 | 20.8 | LOS C | 2.9 | 20.5 |
| Approach | | | 290 | 0.0 | 290 | 0.0 | 0.597 | 19.7 | LOS C | 2.9 | 20.5 |
| East: SH16 East | | | | | | | | | | | |
| 4 | L2 | All MCs | 257 | 0.0 | 257 | 0.0 | 0.556 | 4.8 | LOS A | 0.0 | 0.0 |
| 5 | T1 | All MCs | 788 | 4.9 | 788 | 4.9 | 0.556 | 0.3 | LOS A | 0.0 | 0.0 |
| Approach | | | 1045 | 3.7 | 1045 | 3.7 | 0.556 | 1.4 | NA | 0.0 | 0.0 |
| West: SH16 West | | | | | | | | | | | |
| 11 | T1 | All MCs | 562 | 5.1 | 562 | 5.1 | 0.298 | 0.1 | LOS A | 0.0 | 0.0 |
| 12 | R2 | All MCs | 35 | 0.0 | 35 | 0.0 | 0.085 | 13.0 | LOS B | 0.3 | 2.1 |
| Approach | | | 597 | 4.8 | 597 | 4.8 | 0.298 | 0.9 | NA | 0.3 | 2.1 |
| All Vehicles | | | 1932 | 3.5 | 1932 | 3.5 | 0.597 | 4.0 | NA | 2.9 | 20.5 |

b) The right turn bay has been included in both the AM and PM peak for the Station Road / Schoolside Road intersection, with no change to the SIDRA outputs.

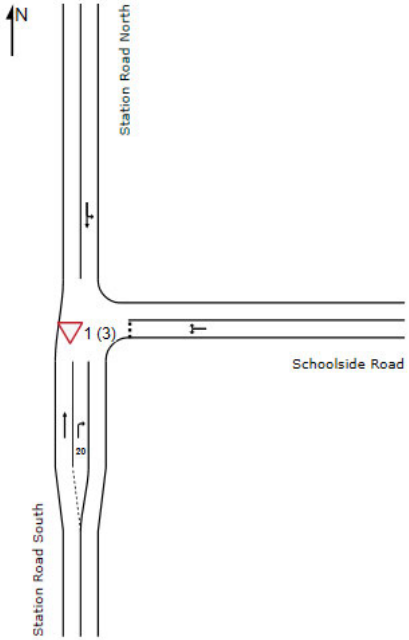
**Intersection Layout:**

**SITE LAYOUT**

**Site: [1 (3)] Station Rd / Schoolside Rd AM RTB (Folder1)**

New Site
Site Category: (None)
Give-Way (Two-Way)
**Site Scenario: 1 | Local Volumes**

Layout pictures are schematic functional drawings reflecting input data. They are not




AM Peak Outputs

## MOVEMENT SUMMARY

▽ **Site: [1 (3)] Station Rd / Schoolside Rd AM RTB** (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
Site Category: (None)
Give-Way (Two-Way)
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Station Road South | | | | | | | | | | | |
| 2 | T1 | All MCs | 21 | 0.0 | 21 | 0.0 | 0.011 | 0.0 | LOS A | 0.0 | 0.0 |
| 3 | R2 | All MCs | 13 | 0.0 | 13 | 0.0 | 0.008 | 5.0 | LOS A | 0.0 | 0.2 |
| Approach | | | 34 | 0.0 | 34 | 0.0 | 0.011 | 1.9 | NA | 0.0 | 0.2 |
| East: Schoolside Road | | | | | | | | | | | |
| 4 | L2 | All MCs | 27 | 0.0 | 27 | 0.0 | 0.129 | 4.7 | LOS A | 0.5 | 3.8 |
| 6 | R2 | All MCs | 116 | 0.0 | 116 | 0.0 | 0.129 | 5.3 | LOS A | 0.5 | 3.8 |
| Approach | | | 143 | 0.0 | 143 | 0.0 | 0.129 | 5.2 | LOS A | 0.5 | 3.8 |
| North: Station Road North | | | | | | | | | | | |
| 7 | L2 | All MCs | 99 | 0.0 | 99 | 0.0 | 0.079 | 4.6 | LOS A | 0.0 | 0.0 |
| 8 | T1 | All MCs | 51 | 0.0 | 51 | 0.0 | 0.079 | 0.0 | LOS A | 0.0 | 0.0 |
| Approach | | | 149 | 0.0 | 149 | 0.0 | 0.079 | 3.0 | NA | 0.0 | 0.0 |
| All Vehicles | | | 326 | 0.0 | 326 | 0.0 | 0.129 | 3.9 | NA | 0.5 | 3.8 |

Inter-Peak Outputs

## MOVEMENT SUMMARY

**Site: [1 (4)] Station Rd / Schoolside Rd PM RTB** (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site
Site Category: (None)
Give-Way (Two-Way)
**Site Scenario: 1 | Local Volumes**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m |
|---|---|---|---|---|---|---|---|---|---|---|---|
| South: Station Road South | | | | | | | | | | | |
| 2 | T1 | All MCs | 21 | 0.0 | 21 | 0.0 | 0.011 | 0.0 | LOS A | 0.0 | 0.0 |
| 3 | R2 | All MCs | 44 | 0.0 | 44 | 0.0 | 0.028 | 5.0 | LOS A | 0.1 | 0.9 |
| Approach | | | 65 | 0.0 | 65 | 0.0 | 0.028 | 3.4 | NA | 0.1 | 0.9 |
| East: Schoolside Road | | | | | | | | | | | |
| 4 | L2 | All MCs | 15 | 0.0 | 15 | 0.0 | 0.068 | 4.7 | LOS A | 0.3 | 1.9 |
| 6 | R2 | All MCs | 59 | 0.0 | 59 | 0.0 | 0.068 | 5.4 | LOS A | 0.3 | 1.9 |
| Approach | | | 74 | 0.0 | 74 | 0.0 | 0.068 | 5.3 | LOS A | 0.3 | 1.9 |
| North: Station Road North | | | | | | | | | | | |
| 7 | L2 | All MCs | 95 | 0.0 | 95 | 0.0 | 0.073 | 4.6 | LOS A | 0.0 | 0.0 |
| 8 | T1 | All MCs | 42 | 0.0 | 42 | 0.0 | 0.073 | 0.0 | LOS A | 0.0 | 0.0 |
| Approach | | | 137 | 0.0 | 137 | 0.0 | 0.073 | 3.2 | NA | 0.0 | 0.0 |
| All Vehicles | | | 276 | 0.0 | 276 | 0.0 | 0.073 | 3.8 | NA | 0.3 | 1.9 |

<u>Item 6</u>

6. a) Please confirm that the 10% traffic growth has been applied, and if this has not been included, please update the traffic models to include this background growth.

b) Please update the traffic modelling to include the full 2,500 student roll.

*Reason/s for request:*

6.a) Yes, the 10% traffic growth has been applied to all the development (school traffic) models, but not the base models as the 'base' model is existing traffic volumes only. The AM Peak in the ITA for the SH16 / Station Road intersection includes the 10% traffic growth (albeit not labelled on the SIDRA title).

b) The modelling results in the ITA include the full 2,500 students. The labelling on the SIDRA outputs means 1,500 students travel through the Station Road / SH16 intersection and 1,000 students travel through the Trigg Road / SH16 intersection, resulting in a total of 2,500 students.

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| • *Traffic modelling output for the base case at the SH16 / Trigg Road and SH16 / Station Road intersections has been provided.*<br>• *It is noted that the ITA states that 10% background traffic growth has been applied to the base traffic volumes. However, this does not appear to be the case for the AM peak.*<br>• *It is noted that the ITA SIDRA model titles refer to a 1,500 school roll, whilst the ITA text refers to the modelling assessing the full 2,500 students.*<br>• *This information is required to understand the effects of the full 2,500 students including background traffic growth, as the full roll is not anticipated for some time.* | |
| <u>Item 8</u><br><br>8. Please correct the traffic distribution based on the table in the s92 response and review the traffic assignment to SH16 for traffic from Muriwai. Please update the traffic modelling accordingly.<br><br>*Reason/s for request:*<br>• *The table states that 11% arrive from Taupaki and 6% from Muriwai. Figure 13 of the ITA assigns 11% of trips to Trigg Road and 6% to Station Road. This is contradictory to the assessment of vehicle routes and traffic journey times presented in Figure 2.2 and 2.3 of the s92 response that indicates that Muriwai traffic would use Trigg Road and* | It is considered reasonable to assume that trips from Muriwai will redirect to secondary roads if SH16 is congested. |

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| *Taupaki traffic would use Station Road. Whilst not making a fundamental difference to the assessment, this should be corrected.*<br>• *It is noted that the travel time for Muriwai in Figure 2.3 is the same via SH16 as it is via the rural local roads. Therefore, this should be taken into account in the assignment of traffic.* | |
| <u>Item 12</u><br><br>12. a) Please update the traffic assessment, including traffic modelling utilising the correct time period for the end of the secondary school day.<br><br>b) Please provide an assessment of the operation of the PUDO as per the original Item 12 request. This is needed to understand the potential effects on the operation of the road network and any measures that may be necessary to manage those effects.<br><br>*Reason/s for request:*<br>• *The response states that the PUDO operation would be more efficient if the secondary school finishes after the primary school. This contradicts the ITA that states that the secondary school would finish before the primary school (Section 6.1). Furthermore, the traffic analysis is based on the half hour* | a. As explained in Section 6.1 in the ITA, the 2.15-2.45pm time period was used for traffic counts to avoid including the school traffic for the Huapai District primary school. The bell times for the new Secondary school will not overlap with the Primary school, therefore the time period chosen as base volumes for the modelling needed to avoid the addition of the primary school traffic. The traffic volumes for the 2.15-2.45pm were doubled to reflect a one-hour SIDRA model.<br><br>It should be noted that the use of the 2.15-2.45pm does not indicate that the finish time for the Secondary School will be within this period, nor was it meant to suggest that the Secondary School would finish prior to the Primary School. Bell times for either school will not be decided until a Board of Trustees is appointed for the Secondary School. As discussed above, the time period was chosen to avoid the inclusion of the primary school traffic.<br><br>b. As there is no design for the initial stage design roll or further stages, The Minister will not be providing any more assessment of the operation of an on-site PUDO. This is best addressed via a transport assessment in any future outline plans. |

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| *period prior to the finish time of the primary school.*<br>• *The response does not provide an assessment of the PUDO taking into account the different characteristics of the morning and afternoon activities of picking up and dropping of students.* | |
| Item 14<br><br>14. Please provide assessments of the effects of PUDO on the operation of the surrounding road network for:<br>a) an on-site PUDO including options for how the PUDO may operate if it connects to Station Road and Trigg Road, e.g. in a one-way direction along the existing link between Station Road and Trigg Road or accessed just from Station Road or just from Trigg Road.<br>b) off-site PUDO.<br><br>The assessment should identify measures that would be required to address those effects.<br><br>*Reason/s for request:*<br>• *The s92 response does not provide an assessment of the potential effects of PUDO on the operation of the transport network. The ITA and the s92 responses do not commit to providing an on-site PUDO. Should the proposed school ultimately rely on PUDO on the road network, the effects of this need to* | As there is no design for the initial stage design roll or further stages, The Minister will not be providing any more assessment of the operation of an on-site PUDO. This is best addressed via a transport assessment in any future outline plans. |

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| *be considered at the designation stage so that those effects are understood and mitigation measures can be identified, as appropriate.*<br>• *The s92 responses indicate that a PUDO could be accessed solely from Station Road or via the lane that connects Station Road and Trigg Road. If an on-site PUDO is located within the existing internal lane, this could impact the distribution of traffic e.g. if the facility were to operate in a oneway direction (such as from Station Road to Trigg Road). This would impact the turning movements at the SH16 intersections.* | |
| <u>Item 15</u><br><br>15. Please provide further details as to how vehicles would be able to safely turn around either on Station Road or Trigg Road in the absence of an on-site PUDO.<br><br>*Reason/s for request:*<br>• *There is no commitment to provide an on-site PUDO, and therefore, should PUDO occur on the street, this will necessitate vehicles to potentially turn around on-street. Whilst there are options for motorists on Station Road using existing roads, there are no options on Trigg Road west of the existing school access point.*<br>• *Turning around within the carriageway or using driveways is a potential safety hazard,* | As there is no design for the initial stage design roll or further stages, The Minister will not be providing any more assessment of the operation of an on-site PUDO or effects on roads such as safe turning. This is best addressed via a transport assessment in any future outline plans.<br><br>To progress, the school needs to obtain funding to be built once designated. A lapse time of 10-years reflective of this has been sought. Other development including fast tracks may occur in the interim changing the available road network including Trigg Road by that time. It may also determine that on-site facilities are necessary. This is a matter to be addressed at the time development stages are ready to progress. |

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| *particularly when there are school students present.*<br>• *The response does not address the matter of how vehicles would be able to turn around safely.* | |
| <u>Item 16</u><br><br>16. Please provide detail as to how the identified measures in the ITA will be delivered by the proposed designation conditions.<br><br>*Reason/s for request:*<br>• *Condition 6(c)(ii) relates to providing a summary of consultation with Auckland Transport in relation to transport measures. This does not ensure that the measures identified within the ITA would be provided.* | Amendments to Condition 6(c)(ii) were suggested in the first s92 request which the Minister has agreed to. This now appears to be being relitigated. The condition setting out specific interventions to be considered in an outline plan are considered to be appropriate and should not be locked in has 'hard' design requirements in case other solutions are more appropriate at the time. |